

Pugilism
Baseball
Racing

Sporting News

Wrestling
Shooting
Automobiling

KETCHEL FEELS HE CAN WHIP JOHNSON

But Johnson's Manager Tells What the Champion Will Do to Ketchel.

If Stanley Ketchel lacks anything that enters into the makeup of real champions it is not confidence, says a Chicago sport writer, Stanley, looking like a heavyweight, breezed into Chicago recently in company with his hustling manager, Willis Britt. Both had lots to say regarding the Papke and Johnson matches, and there is nothing to it. At least that is what they say. They told just how Papke would be beaten to a pulp, how Johnson will crumple up under the mighty Ketchel swing, how they will pick all the easy money that champions are entitled to and live happy ever after.

Willis Britt is a great little manager and has taught Stanley that rapid conversation takes a prominent part in the making of prize-winning champions.

"I am going to California to take on Papke at Jim Coffroth's club July 5," said Ketchel. "It won't be an easy thing for me to do, because of Papke, as he is a good, strong boy, with all the requirements that go to make a champion, but you can find me all the Papke backers you want, and I will take their money. I am going to try to induce Papke to bet \$10,000 instead of \$5,000 on the fight. I never felt more sure of beating a man than I do of winning from the Kewanee lad. We do 158 pounds four hours before the match. That weight is easy for me, despite the reports that I am too heavy to get down to the middle-weight notch. In the four hours between weighing and ring time I can pack on weight and I hope to weigh all of 155 pounds when we step from our corners for the battle. With the advantage in weight, a harder punch, more speed and cleverness, and, dare say, more gameness, I cannot even consider a possibility of losing."

"I'll go after Papke just as I did after O'Brien, and you can rest assured that Billy won't be in the game after ten rounds have been fought. I will try to finish him in one round if I can, but he won't last ten rounds."

"There is no use trying to tell the public what O'Brien is in cleverness and speed. Papke never even dares connect his name with that of O'Brien in the same breath when ability is considered. I trimmed Jack, and Papke will be no more as a serious contender after July 5. I think Hugo Kelly is a better fighter, but a more

unfortunate lad I do not know of. If Coffroth or any of the eastern promoters will stand for the match I would like to give Kelly another chance.

"Johnson? Why, it makes me laugh when I hear some of the fans say Jack will beat me. I am only sorry that there are not more Johnsons in the field than the one who is parading around as champion. He has been lauded to the skies because of his victory over Burns. The world thinks him a good fighter. I really wish he was a good as some believe, then I would get full credit for beating him."

"It will be a rushing battle from going to finish, and when the end comes Johnson will be on the mat with the referee tolling off the fatal ten. I wish I were the first man to meet him. Kaufmann will batter him up badly. Then I will take him on, and the public will give some of the good money that belongs to me to big Al. It will be some wait, but I'll be Johnson's stumbling block."

George Little, the financial man behind Johnson, states that Jimmy Coffroth will, in all probability, postpone the Johnson-Kaufmann match until Ketchel has had a shot at the big black. Little in Chicago recently talked about the match as follows:

"I have been stated in the dispatches that Johnson is to be denied a chance at Kaufmann. I would hate to see the match fall through, as we are anxious to go ahead with the plans, and surely will be prepared to box in either September 1 or 3, as the case may be."

"After beating Kaufmann—this will not be much of a task for Jack, who will be in grand shape for the fight—he will rest for a few days only, and then be prepared to continue his training for his battle October 12 with Stanley Ketchel."

"And that fight will be the easiest thing Jack ever had. Do not for a moment think Johnson will be overconfident and not train for the meeting. He will be in the finest shape possible, and for that reason bring Ketchel's aspirations to a quick finish."

"No little fellow, a man easy to hit, is going to transact much business with Johnson. Jack will outweigh him at least forty pounds, and perhaps more, for Johnson is getting bigger right along. If Ketchel weighs much over 165 or 167 pounds it will be weight that won't do him much good. Ketchel need have no fear that Johnson will not be aggressive enough and not go to him. Jack is pretty badly stung by the expressions of opinion that Ketchel has almost an even chance of whipping him, and intends—this I know to be an absolute fact—to finish the middleweight champion as quickly as he can."

"Take it from me that the first time

Jack hits him he will be shaken from the top of his head right down to his feet, and you know that Jack has hit every man he ever fought. Now, with Ketchel wide open and lunging in, absolutely uncovered and unprotected, he will be more than a chopping block for Johnson."

"They claim Johnson is not a hard hitter. Well, he will hit Ketchel harder than he would a big man, for the good reason that the weight will tell against him. A big man naturally can stand a harder punch than can a little man, and that forty pounds of weight will be an awful thing for Ketchel to overcome."

"They speak of Ketchel as another Fitzsimmons. Hardly so, I think. Ketchel has been beaten, and he has been whipped at that, by a man of his own weight, in fact, by a man lighter than himself. They excused that on grounds of carelessness, but Fitz never was careless, and he never was whipped at that, by a man of his own weight, in fact, by a man lighter than himself. Several of them thought they had him groggy, and waddy, and all that, but when the money count came it was always the long end to Fitz."

HARVARD DEFEATS THE YALE CREW

Second Consecutive Victory for Harvard in the Past Twenty-Eight Years.

New London, July 1.—In a notable exhibition of rowing by a crew remarkable for its physical endurance, Harvard this evening defeated Yale in their annual "varsity" eight-oared boat race on the Thames. The crimson crew led from the start to finish and won by six boat lengths. Harvard's time was 21:50; Yale's, 22:10.

By this victory Harvard won her second consecutive boat race from Yale in twenty-eight years. Not since 1880 and 1881 has Harvard won two consecutive races from Yale. Since 1885 Harvard has won five varsity races from Yale including today's, namely, in 1891, 1899, 1906 and 1908. Since Wray has been coaching the Yale crew, Yale and Harvard have not met three times and the crimson has won two races.

The greatest crowd that has ever assembled on the Thames poured into New London today. Harvard's growing confidence in her boating system brought double and quadruple the number that usually follow the rowing races, while Yale's determination to win brought the glory on the river brought a record-breaking Yale crowd. It was estimated at least 40,000 people witnessed the race from trains, and every other kind of vehicle, and from the yacht Canthab.

Although Harvard won by a handsome margin and administered a crushing defeat to Yale, the race, nevertheless, was bitterly contested up to the last half mile. At the start, the river the two eights rowed with almost equal precision and a slip of any kind in either shell would have turned the victory into defeat within a few seconds. But there was no break in the Harvard boat. Rowing all the way two strokes to the minute more than Yale, the crimson eight crept away from the blue little by little. For two and a half miles Yale kept within a scant boat's length of her rival. Then Harvard put on her power and increased her lead first to three lengths, then to four lengths and finally to six boat lengths.

Yale spurred with her old-time determination, but it was in vain.

The official record was: Harvard—Half mile, 2:26; mile, 5:10; two miles, 10:45; three miles, 16:10; four miles, 21:50; five miles, 27:10; six miles, 32:40; seven miles, 38:10; eight miles, 43:40; nine miles, 49:10; ten miles, 54:40; eleven miles, 60:10; twelve miles, 65:40; thirteen miles, 71:10; fourteen miles, 76:40; fifteen miles, 82:10; sixteen miles, 87:40; seventeen miles, 93:10; eighteen miles, 98:40; nineteen miles, 104:10; twenty miles, 109:40; twenty-one miles, 115:10; twenty-two miles, 120:40; twenty-three miles, 126:10; twenty-four miles, 131:40; twenty-five miles, 137:10; twenty-six miles, 142:40; twenty-seven miles, 148:10; twenty-eight miles, 153:40; twenty-nine miles, 159:10; thirty miles, 164:40; thirty-one miles, 170:10; thirty-two miles, 175:40; thirty-three miles, 181:10; thirty-four miles, 186:40; thirty-five miles, 192:10; thirty-six miles, 197:40; thirty-seven miles, 203:10; thirty-eight miles, 208:40; thirty-nine miles, 214:10; forty miles, 219:40; forty-one miles, 225:10; 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